

Gaining in Popularity
PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Plates
\$18.00
H. Price & Co.
12, Queen's Road.

The China Mail

ESTABLISHED 1845.

DISTILLERS CO., LTD.
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS.
Per Dozen \$3.50.
H. Price & Co.
12, Queen's Road.

No. 13,177

號六廿月六年五零百九千一英

HONGKONG, MONDAY, JUNE 26, 1905.

日四廿月五年巳乙

PRICE, \$3.00 Per Month.

MACWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
destination charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Re-shipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.
CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1815

Intimations.

WILLIAM POWELL, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS and SHARE
REGISTER of the Company will be
CLOSED from WEDNESDAY, the 26th
JUNE to SATURDAY, 1st JULY next,
both days inclusive, during which period
no Transfer of Shares can be registered.
By Order of the Board,
E. A. MOUNTFORD WILLIAMS,
Secretary.
Hongkong, June 23, 1905. 1214

REWARD OF \$5,000.

OFFERED by the Undersigned for the
Arrest and Conviction of any person
or persons who are in the habit of Smug-
gling large Quantities of Opium into this
Colony.
CHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 19, 1905. 1179

WANTED.

A EUROPEAN FOREMAN, capable
of managing Chinese.
Apply
CHINA & JAPAN TELEPHONE
CO., LTD.,
100, HOUSE LANE.
Hongkong, June 29, 1905. 1188

BOARD AND RESIDENCE.

THE Proprietress of the "TANG
YUEN" is removing on the 1st
July, and is opening a larger, Boarding
House at "BRAESIDE" 20, MACDON-
NELL ROAD, where the accommodation
comprises large Dining and Reception
Rooms, large and well-furnished Bedrooms,
Bathrooms, and large Garden, with
fine view of the Harbour.
Address: Mrs F. W. WATTS,
"TANG YUEN" 20, Macdonnell Road.
Hongkong, June 19, 1905. 1174

SELECT BOARD & RESIDENCE AT "BRAESIDE."

A LARGE and COMMODIOUS
RESIDENCE stands on its own
grounds, with Tennis Court, Good Dining
and Reception Rooms, Large, Airy and
nicely furnished Bedrooms, every home
comfort. Fine view of the Harbour. Terms
Moderate. Apply to
Mrs F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD,
(Late of "TANG YUEN").
Hongkong, June 19, 1905. 97

COMMERCIAL UNION ASSUR- ANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCI-
DENT, PLATE GLASS INSURANCE
and FIDELITY Guarantee Policies issued
at Lowest Current Rates.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter,
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HERALD THE PRINCE OF WALES
Supplied at all the Leading Clubs and
Resorts, and to be obtained from LANE
CRAWFORD & Co., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. FOWAN, 2,598 tons, Captain C. F. Morrison, R.N.R.
s.s. PATSIAN, 2,230 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,074 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,993 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 569 tons, Captain C. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 873 Tons, Captain B. Branch,
Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.

Further particulars may be obtained at the Office of the :—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

HOTEL BALTIMORE (LATE HOTEL AMERICA) 2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply, THE MANAGERESS.
Hongkong, June 21, 1905. 1151

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

LANE, CRAWFORD & CO.

'VETO' GOLOSHES

LADIES' \$2.00 PER PAIR. GENTLEMEN'S \$2.50 PER PAIR.
SMART APPEARANCE. LIGHT WEIGHT. EASILY ADJUSTED.
Hongkong, June 23, 1905. 1208

BOARD AND RESIDENCE,
WITH PRIVATE FAMILY, Good
Locality, Tennis Court.
Apply
Care of "CHINA MAIL" OFFICE.
Hongkong, June 23, 1905. 1209



BOVRIL
"The Bovril
man?"
To be obtained at all Stores, Chemists
House, &c. throughout Hongkong, China
and Japan.

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905.

CHIEE WING & CO. 教

24 & 26, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON-WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHOPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.
All Work done in this Establishment
is promptly executed. Neatness a
Speciality. Ironing and Washing done by
experienced Japanese. PRICES MODERATE.
D. MONTE, Proprietor.
Hongkong, February 19, 1905. 908

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

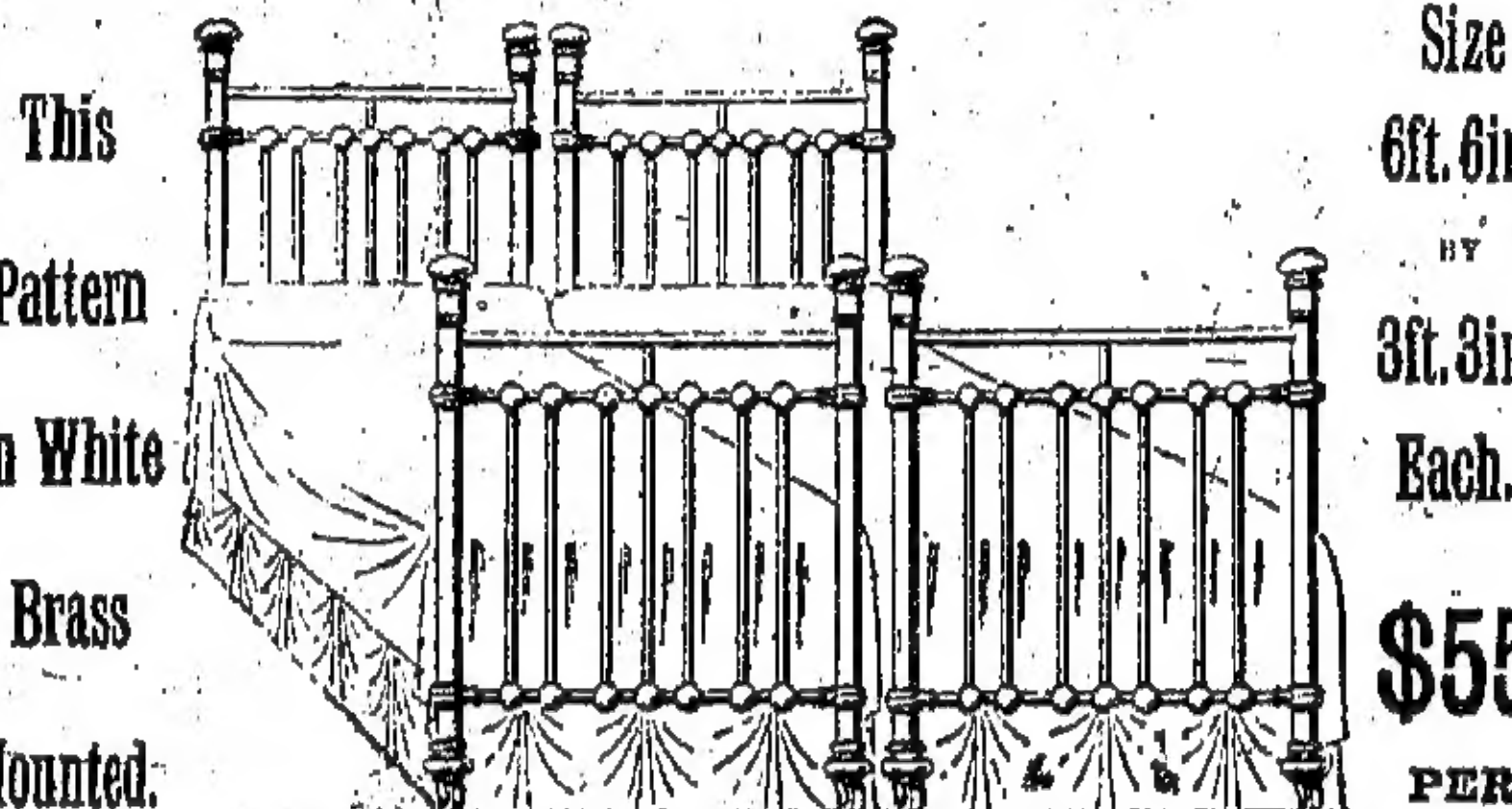
PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL
Terms:—From 42s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: "PEAKHOTEL." 18

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
HONGKONG, November 3, 1904. THE MANAGER. 1955

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 a.m. all day. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmonious, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 21, 1904. 1419

N. LAZARUS, 10, D'AGUILAR STREET, HONGKONG.

OPTICIAN, EYE TESTER.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1777

IF YOU WANT A GOOD STEAK

SAM NEWMAN'S SILVER GRILL ROOMS,

37, DES VŒUX ROAD.
Hongkong, March 29, 1905. 569

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905.

GREGOR & CO.,

34, QUEEN'S-ROAD-CENTRAL, 1ST FLOOR.

BRANDIES

FROM
MARIE BRIZARD & ROGER, COGNAC.
FROM \$19.20 TO \$126 PER DOZEN.

THE LARGEST AND MOST VARIED STOCK OF BRANDY
IN THE EAST.
Hongkong, June 26, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2653

FAIRALL & CO.

SEASON'S NOVELTIES
IN ALL DEPARTMENTS.
NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905. 1958

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRA.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINE.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply

THE MANAGER.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to

THE MANAGER.

Hongkong, August 1, 1904. 1418

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY, Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW STOCK JUST LANDED.

Foster's Self Playing Bridge Cards. Quill Tooth Picks.
Date Stands. Patent Envelope Fasteners and Red Seals.
Combined Box Snow White Correspondence Cards and Envelopes.
Sultan and Pasha Egyptian Cigarettes. Letter Balances. Scrap Albums.
Lawn Bowls. Croquet. Hockey Balls. Punching Bags. Golf Balls.
Copping Presses—Great Variety—All Sizes.
SOLE AGENTS IN CHINA FOR THE BICKENSDERFER TYPEWRITER
Model No. 5—\$85.00. Model No. 7—\$125.00.
Quite New. View Book of Hongkong, &c. \$1.00. Post Cards of Hongkong.

SUMMER DRINKS.

HOCKS, WHITE WINES

SAUMUR WINES

MIX EXCELLENTLY WITH AQUARIUS
WATER.

Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD.
Hongkong, June 8, 1905.

NEW AUSTRIAN BATTLE-SHIPS.

Tientsin, May 19.—The "Ferdinand Max," the third battle-ship of a new type constructed for the Austrian navy, will be launched at Trieste to-morrow in the presence of the Archduke Charles Francis and the Archduchess Marie Josepha. The Ferdinand Max, like the Erzherzog Friedrich and the Erzherzog Karl, combines the two modern desiderata of artillery, guns of great penetrating power and the high speed of twenty knots an hour.

Admiral Charles O'Neill, whom I lately interviewed, said to me:—The United States Government has sent me to visit the principal ship-building yards of Europe. In my report I have noted that Austria-Hungary possesses the fastest battle-ships in the world; that is to say, they are two knots faster than the swiftest battle-ships of any other Power. As to tonnage, 12,000 tons is, in my opinion, a very practical standard, and I consider that the trio built at the Stabilimento Tecnico Triestino is a very formidable little squadron, that need not fear any foe, as it can both invite combat, or avoid it, as it deemed prudent.

It is interesting, in this connection, to recall the opinions of Admiral Domville, of the United States navy, which were freely expressed to me, and to the Austrian Admiral here, on the merits of the Austrian warships lately built at Trieste and at Pola. "Very formidable battle-ships and cruisers," was Admiral Fisher's remark. "A line type of battle-ship," said Admiral Domville, speaking of the one then being completed. Rear Admiral Basker spoke in much the same terms, adding "It is quite formidable enough, though not the largest battle ship afloat."—Standard.

Dr. W. V. Davenport, of Physique, Ashford, was acquitted on a charge of bigamy at the Old Bailey, London, last month, on the ground that he had continuously lived apart from his wife for more than seven years, and was not aware that she was alive when he married the second woman.

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. Write for catalogue.
T. P. P. SPYROPOULOS, Proprietor.
Hongkong, February 15, 1905. 323

MEE CHEUNG.

HIGH-CLASS PHOTOGRAPH.
Developing and Printing for Amateurs.
ENTRANCE SPECIAL FEATURE.
BRANCH
HONGKONG HOTEL CORRIDOR 1587

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.15 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, December 30, 1904. 1081

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
37, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 28, 1904. 1386

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET, CANTON.
March 10, 1905. 613

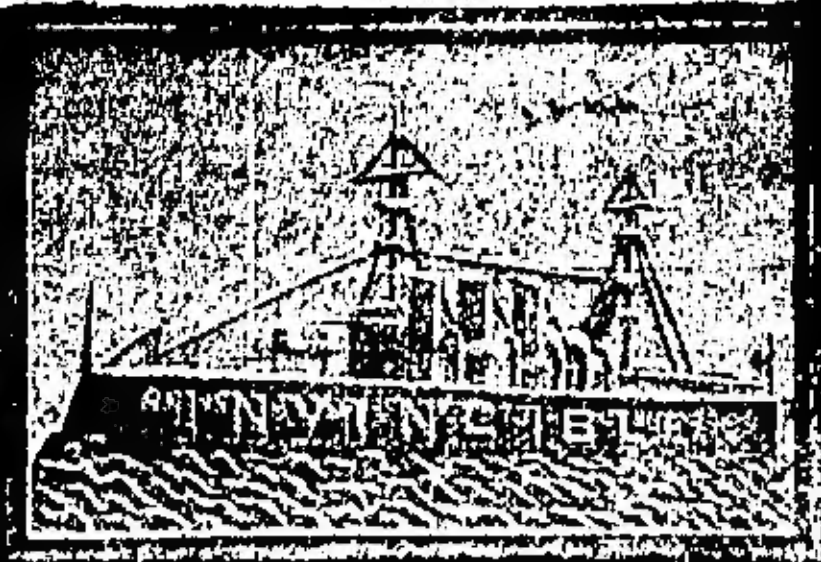
SIEN TING,
Surgeon Dentist,
No. 44, D'ARLUE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1905. 628

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1379

GEO. ANGUS & CO., LIMITED.

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.
Oak Tanned Leather Belting.
Link Belting, Raw Hide Belting.
Raw Hide Belting, &c.
CANVAS HOSE, COTTON BELTING, HAIR BELTING.
WORKS—BENTHAM, LANCASTER.



THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VOEUX ROAD CENTRAL.
Hongkong, March 14, 1905. 532

HOTEL METROPOLE, THE FAVOURITE AND POPULAR SUMMER RESORT.

UNDER ENTIRELY NEW MANAGEMENT.
SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. H. NEWBOLD, Proprietor.
Hongkong, April 1, 1905.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1635

ESPECIAL OLD TOM GIN.

MARSHALL AND ELY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VOEUX ROAD. 975

HARRISKEENEY COMPANY

BE to announce that they HAVE OPENED A SHOW ROOM IN PEBBLED STREET, Next to the Post Office, just opposite the main entrance to the Hongkong Hotel, with a full line of High-grade FINE, BATTAN and HARDWOOD FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.

Hongkong, April 22, 1905. 19

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the MANAGER.

Hongkong, June 10, 1902. 1229

VICTORIA HOTEL,

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

Hongkong, June 6, 1905. 483

THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager.

Hongkong, November 23, 1904. 135

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904. 1274

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY ARCHIPLAGUE, CAMBODIA, ANAM, THAILAND, COREA AND JAPAN.

Translated by EDWARD HARPER PARKES and Reprinted from 'THE CHINA REVIEW.'

Price One Dollar.

For Sale at The 'CHINA MAIL' Office, 5, Wyndham Street.

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG.

351 Tons, Captain J. McGarry, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine.

Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD., No. 138, Connaught Road Central, Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin Screw Steel Steamer KOWTONG.

1,309 tons, Captain J. P. MARTIN, KOWTONG.

1,238 tons, Captain H. W. WALKER, KOWTONG.

Leave HONGKONG for CANTON at 9 P.M. (Every Evening, Saturday excepted).

Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These fine new Steamers have excellent accommodation for First-Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins.

Passage Fare—Single Journey, \$4.00.

Meals, \$1.00 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, June 20, 1905.

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUSTIN, T.N.N.

THIS Steamer departs from Hongkong on WEEK DAYS at 7.30 A.M.; and on SUNDAYS at 8.30 A.M. Departs from Macao on Week Days about 2.30 P.M., and on Sundays at 3.30 P.M.

FARES:—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd Class \$1, 3rd Class 50 Cents.

Every Sunday there will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1, Return \$2, 3rd Class Single 50 Cents, Return 80 Cents, Steamer 10 Cents.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sunday, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket.

Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY., 81, Queen's Road Central, Hongkong, June 1, 1905. 1064

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

Also the Original

ADMIRALTY QUALITY INDIA RUBBER SHEET (Invaluable Brand.)

THE "RED ANGUS" SHEET.

All Genuine Goods stamped with our Trade-Mark.

Agencies in Colombo, Bombay, Mangalore, Shanghai, &c.

For Sale.

FOR SALE.

ONE TEAKWOOD LAUNCH.

Length 6 ft. 6 in.

Breadth 10 ft.

Depth 8 ft.

Hull 5 ft. x 6 ft.

Engines 7-1/2 x 10.

Compound Surface Condensing.

For further particulars, apply Box 74, Care of 'CHINA MAIL' Office, Hongkong, June 7, 1905. 1117

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Capt. N. G. MAYER, to Sell by Public Auction, on

TUESDAY, the 27th June, 1905, commencing at 2.45 P.M., at his Residence, No. 5, EAST AVENUE, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS:—As Customary.

On View from Monday, the 26th June, 1905.

GEO. P. LAMBERT, Auctioneer.

Hongkong, June 20, 1905. 1185

PUBLIC AUCTION.

THE Undersigned has received instructions from A. W. WHITLOW, Esq., to Sell by Public Auction, on

FRIDAY, the 30th June, 1905, commencing at 2.45 P.M., at his Residence, 'LA HACIENDA,' EAST, MOUNT KELLY, THE PEAK, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS:—As Customary.

On View from Thursday, the 29th June, 1905.

GEO. P. LAMBERT, Auctioneer.

Hongkong, June 24, 1905. 1218

PUBLIC AUCTION.

MESSRS HUGHES & HOUGH have received instructions to Sell by Public Auction, on

FRIDAY, the 21st day of July, 1905, at 2 P.M., at their Sales Rooms, The following VALUABLE LEASEHOLD PROPERTY Situated at MOUNT KELLY, in the Colony of Hongkong, viz.:—

1. All that piece or parcel of ground being a portion of the piece or parcel of ground situate at Mount Kelly aforesaid registered in the Land Office as Rural Building LOT No. 76 abutting on the North side thereof on a portion of the said Rural LOT No. 76 described on the Sale plan thereof as LOT No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government provision land measuring thereon 208 feet or thereabouts on the East side thereof on Mount Kelly Road and measuring thereon 143 feet or thereabouts and on the West side thereof on Crown land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56,760 Square feet or thereabouts. Apportioned annual Crown Rent \$18.50.

2. All that piece or parcel of ground being another portion of the said Rural Building LOT No. 76 abutting on the North side thereof partly on a portion of the said Rural Building LOT No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on an other portion of the said Rural Building LOT No. 76 described on the said Sale plan as LOT No. 3 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kelly Road and measuring thereon 109 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2 and contains an area of 56,760 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the sixth day of March 1870 created by a Crown Lease of the whole of the said Rural Building LOT No. 76 dated the 3rd day of June 1892.

A Sale plan of the said property can be inspected at the Office of Messrs. Johnson, Stokes and Master, and at the Auctioneers' Office.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES and MASTER.

Solicitors for the Vendors: Messrs. HUGHES and HOUGH, Government Auctioneers.

Hongkong, June 21, 1905. 1197

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Form for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

O. M. BAIN, CHINA MAIL Office, May, 1904.

CHINESE SCHOOL BOOK

II.—T'ien Tzu Man.

Translated into English by Dr. E. J. KITTE.

Price, 40 Cents.

CHINA MAIL Office 5, Wyndham Street.

His Britannic Majesty's Ships on the China Station.

| Name. | Class | Tons. | Guns. | H.P. | Captain. | Last reported to |
|------------|------------------------|--------|-------|--------|---------------------------------|------------------|
| Alcidity | despatch-vessel | 4700 | 12 | 3000 | Comdr. Richard M. Harbord | Wellfleet |
| Albatross | battle-ship, 1st class | 12,350 | 42 | 13,500 | Captain Sydney R. Fremantle | On way home |
| Algerine | sloop | 1050 | 6 | 1400 | Reserve | Hongkong |
| Andromeda | cruiser, 1st class | 11,000 | 16 | 16,500 | Capt. R. N. Ommanney | Wellfleet |
| Arun | torpedo boat destroyer | 550 | — | — | Lt.-Comdr. R. Heneker-Heaton | Hongkong |
| Astrea | cruiser, 2nd class | 4350 | 10 | — | Capt. L. G. Tufnell | Hongkong |
| Donaventa | gunboat, 1st class | 4300 | 10 | 7000 | Capt. H. H. Torlesse | Shanghai |
| Brumby | gunboat, 1st class | 710 | 6 | 1300 | Reserve | Mira Bay |
| Britannia | gunboat, 1st class | 710 | 6 | 1300 | Reserve | Hongkong |
| Cadmus | sloop | 1070 | 4 | — | Comdr. Luard | Hongkong |
| Cerberus | battle-ship, 1st class | 10,500 | 14 | 13,000 | Captain Fegen | Hongkong |
| Cherub | water tank and tug | 390 | — | 300 | — | On passage home |
| Clio | sloop | 1070 | — | — | Comdr. H. D. Wilkin, D.S.C. | Hongkong |
| Dee | torpedo-boat destroyer | 550 | — | — | Lt.-Comdr. H. E. Sullivan, R.N. | Wellfleet |
| Erne | torpedo-boat destroyer | 550 | — | — | Lt. Comdr. R. H. Bathurst | Hongkong |
| Ettrich | torpedo-boat destroyer | 550 | — | — | Lt. Comdr. Lewis | Hongkong |
| Exo | torpedo-boat destroyer | 550 | — | — | Lt. Comdr. A. F. Everett | Wellfleet |
| Fame | torpedo-boat destroyer | 550 | 6 | 6700 | Lt. Comdr. Stevenson | Hongkong |
| *Gloria | battle-ship, 1st class | 12,350 | 16 | 13,500 | Captain Hon. Walter G. Stopford | Wellfleet |
| Hardy | torpedo-boat destroyer | 275 | 6 | 4000 | Reserve | Hongkong |
| Hart | torpedo-boat destroyer | 275 | 6 | 4000 | Lt. Comdr. Richards | Hongkong |
| Hecla | Special Torpedo-vessel | 6400 | 14 | 21,000 | Capt. E. F. B. Charlton | Hongkong |
| Hoguo | cruiser, 1st class | 12,000 | 14 | 21,000 | Captain Shortland | Wellfleet |
| Iphigenia | cruiser, 3rd class | 3600 | 17 | 9000 | Captain W. B. Fanecker | Hongkong |
| Itchen | torpedo-boat destroyer | 550 | — | — | Lt. Comdr. O. Seymour | Wellfleet |
| Janus | torpedo-boat destroyer | 280 | 6 | 3900 | Reserve | Hongkong |
| Kinsha | river gunboat | 430 | 4 | 2 | Lt.-Comdr. E. V. R. Dugmore | Yangtze |
| Mearns | river gunboat | 430 | 4 | 2 | Lt. Comdr. F. B. Noble | Hongkong |
| *Occan | battle-ship, 1st class | 12,350 | 16 | 13,500 | Captain T. G. Greet | Shanghai |
| Otter | torpedo-boat destroyer | 1015 | 6 | 1500 | Reserve | Hongkong |
| Phenix | Surveying-vessel | 835 | 6 | 650 | Comdr. C. E. Moore | Hongkong |
| Rambler | river gunboat | 85 | 2 | 240 | Lt.-Com. R. E. Vaughan | Hongkong |
| Robin | sloop | — | — | — | Reserve | West River |
| Rosario | river gunboat | 85 | 2 | 240 | Reserve | Hongkong |
| Sadcliffe | cruiser, 2nd class | 3600 | 8 | 9000 | Lt.-Com. H. T. Atcham | Wellfleet |
| Sirius | river gunboat | 85 | 2 | 240 | Capt. O. H. H. Moore | Wellfleet |
| Sunbe | cruiser, 1st class | 12,000 | 14 | 21,000 | Lt.-Comdr. Davidson | Hongkong |
| Taku | torpedo boat destroyer | 550 | 6 | 5500 | Captain Wm. L. Grant | Wellfleet |
| Tamar | receiving ship | 4600 | 6 | — | Reserve | Hongkong |
| Teal | river gunboat | 180 | 2 | 800 | Commodore Dicken | Yangtze |
| Tweed | coast defence gunboat | — | — | — | Lt.-Comdr. E. Leacutan | Yangtze |
| Vengeance | battle-ship, 1st class | 12,350 | 16 | 13,500 | Capt. Leslie Stuart, O.M.G. | On way home |
| Yingta | torpedo boat destroyer | 355 | 6 | 6300 | Lt. Comdr. A. Gregory | Hongkong |
| Waterwitch | surveying ship | 620 | — | 450 | Comdr. R. W. Alcock | Hongkong |
| Whiting | torpedo boat destroyer | 380 | 6 | 5900 | Lt. Comdr. C. E. L. Thomson | Hongkong |
| *Woodcock | river gunboat | 150 | 2 | 500 | Lt. Com. C. W. Wrightson | Upper Yangtze |
| Woodlark | river gunboat | 160 | 2 | 500 | Lt. Com. Jno. F. Ryce | Upper Yangtze |

TANSAN

NATURAL MINERAL WATER Bottled at the Springs at Takaradzka.

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

For Case of 48 Pints \$5.50

For Case of 100 Pints \$3.00

Crisp, Delicious, Invigorating.

Drink the World Renowned Nerve and Muscles Strengthening.

THE Original and Genuine is J. Clifford Wilkinson's.

ACTS gently, Acts pleasantly, Acts beneficially.

NOTHING like it, for depressed Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can eclipse its popularity.

TANSAN

Can be obtained at all 1st Class

Hotels and Bars in the FAR EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

J. CLIFFORD-WILKINSON.

H. PRICE & CO.,

12, QUEEN'S ROAD,

Sole Agents for Hongkong.

Hongkong, June 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

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TRADE MARK.

Telephone No. 135.

BOTTLED ALES AND BEERS.

Ind. Co. & Co. per doz. per doz.

Co. Ale 8, Pts. \$16.00 \$2.10

Bass, Light 4, Qts. 18.00 4.50

Do. 8, Pts. 20.00 2.50

Bass, Dark 4, Qts. 26.00 3.30

Head, 4, Qts. 16.50 4.15

Anst. Pilsener, 4, Qts. 27.00 4.60

Do. 8, Pts. 28.00 2.85

Prinz Ludwig 6, Pts. 16.00 2.70

Pilsener 4, Qts. 16.50 4.15

Munich, Dark 4, Qts. 16.50 2.75

Blitz, American, 6, Qts. 27.00 4.60

Do. 10, Pts. 28.00 2.85

Yebisu, Japanese 8, Pts. 15.50 2.00

Light, 8, Pts. 15.50 2.00

BOTTLED STOUT.

Ind. Co. & Co. per doz. per doz.

Guinness, Stout 4, Qts. 19.00 5.00

Guinness, Stout 8, Pts. 24.00 3.00

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

158

MEMOS. FOR TO-MORROW.

Auction.

2.45 p.m.—Auction of Household Fur-

niture, at No. 5, East Avenue, Kow-

loon.

Meeting.

4.30 p.m.—Meeting of Hongkong Jockey

Club at Hongkong Hotel.

General Memoranda.

WEDNESDAY, June 28:—

11 a.m.—Auction of Engineering and

Drawing Instruments, &c., at Messrs

Hughes & Hough's Sales Rooms.

Transfer Books & Register of Shares of

Wm. Powell, Ltd., closed from this

date to 1st July inclusive.

Goods per Formosa not cleared at 4

p.m. on this date subject to rent.

Goods per Formosa undelivered after

4 p.m. on this date will be landed.

THURSDAY, June 29:—

6.15 p.m.—Meeting of Victoria Recrea-

tion Club, in City Hall.

Goods per China undelivered after this

date subject to rent.

FRIDAY, June 30:—

2.45 p.m.—Auction of Household Fur-

niture, at 'La Hacienda' East, the Peak.

Goods per Formosa not cleared at 4 p.m.

on this date subject to rent.

Goods per Formosa undelivered after

this date subject to rent.

SATURDAY, July 1:—

2.30 p.m.—Auction of Household Fur-

niture, at Mr Geo. P. Lamont's Sales

Room.

9 p.m.—Meeting of Zetland Lodge.

15

Watson's Prickly

Heat Lotion

A RELIABLE AND EFFICACIOUS

REMEDY.

Immediately relieves the irritation.

Watson's House-

hold Ammonia

FOR THE BATH, TOILET AND

HOUSEHOLD.

Promotes a healthy action of the skin,

counteracts all effects of perspiration,

and is as refreshing and invigorating

to the system as a Turkish Bath.

Watson's Carbo-

lic Soaps.

RECOMMENDED BY THE MEDICAL

PROFESSION.

A. S. WATSON & CO.,

LIMITED.

CHEMISTS BY APPOINTMENT TO

HIS EXCELLENCY THE

GOVERNOR.

THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

BIRTHS.

On the 25th inst. at No. 6 Granville

Avenue, Kowloon, the wife of J. CAMPBELL,

of a Son.

On June 15, at 42, Haskell Road, Shang-

hai, the wife of NANTO KIMURA, of a

Daughter.

On June 15, at Chelco, North China,

the wife of Captain A. PANTHEUS, of a

Son.

On June 16, at 89, Avenue Road, Shang-

hai, the wife of HENRY MONSEY CUMING,

of a Son.

On June 17, at Kiangang, to Edith and

Walter J. CLEVERLEY (H. R. M. a Consul),

a Daughter, Dorel Joy.

On June 22, at 21, Quinsan Road, Shang-

hai, the wife of J. DALTON, of a Son.

On June 22nd, at the Wesleyan Mission,

Wanchow, the wife of Rev. HENRY E.

ANDERSON, of a Daughter.

At the Presbyterian Church, Singapore,

by the Rev. Stephen Walker, on the 17th

inst. James Drysdale Neilson, of the Tan-

jong Pagar Dock Co., Ltd., Singapore, to

Christina Bald, elder daughter of the late

W. D. White, Banker, and of Mrs White,

Langside, Glasgow.

MARRIAGE.

At the Presbyterian Church, Singapore,

by the Rev. Stephen Walker, on the 17th

inst. James Drysdale Neilson, of the Tan-

jong Pagar Dock Co., Ltd., Singapore, to

Christina Bald, elder daughter of the late

W. D. White, Banker, and of Mrs White,

Langside, Glasgow.

NOTICE TO CORRESPONDENTS.

All business communications for this

office should be addressed to THE MANA-

GER.

Communications intended for publication

should be addressed to THE EDITOR, and

not to any person by name.

We cannot undertake to return rejected

communications.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone No. 22.

The China Mail.

HONGKONG, MONDAY, JUNE 26, 1905.

EDITORIAL COMMENT.

Some recent prosecu-

tions that have taken

place at the instance of

the water police have

placed ship masters trading between

Hongkong, Manila, Singapore and other

ports generally, in a very trying

and dangerous position, and if the line

of action which brought them about is

persisted in it bids fair to create a

grave public menace. The cases to

which we refer are those in which

captains of steamers have been brought

before the Court, at the Magistracy,

and fined for anchoring their vessels in

Junk Bay. For many years past this

bay has provided a safe anchorage for

vessels approaching the port after dark,

or during rough weather, when it was

considered unsafe for them to run the

risk of coming through the narrow

channel at Lyceoon Pass. The bay

provides an admirable anchorage and

by bringing up in it for the night cap-

tains have been able to enter the port

in daylight and thus safeguard their

vessels and the numerous lives entrusted

to their care. This fact has for years

apparently been fully recognised by

the authorities and the present

regulations, although all the time in

force, were wisely allowed to remain in

abeyance until quite recently, since

when it has been resurrected and ship-

masters warned that they may only use

Junk Bay as a refuge under exceptional

circumstances. The regulation in ques-

tion provides that the Governor may

from time to time declare certain

places to be ports of the Colony and

that only in such places shall ships be

allowed to anchor. A saving clause,

however, exempts mariners from

complying with this regulation during

stress of weather, or when it is deemed

unsafe to enter the harbour. What

ship-masters wish to know is what is

considered to be stress of weather and

who is to be the judge as to when it is

unsafe for them to enter the port?

Surely, they contend, they who are in

charge of the vessels are in a better

position to judge as to whether it is

safe to come into the harbour or

not than a Magistrate sitting in

court, or a policeman on duty

in the harbour. The authorities

do not seem to consider that a

dark night, or ordinarily dirty weather,

THE WAR.

A JAPANESE CAVALRY RAID.

Mitschenko's Division Routed.

[N. O. DAILY NEWS SERVICE.]

Tokyo, June 18.

An official report on the situation as it was on the 16th inst. states that in the Wei-yuan-pien district (south-east of Changtu), about 300 Russian cavalry marched towards Ru-yu-shu (on the Liao) from Szialia and were repulsed toward Changtu. The Japanese advanced guard expelled part of the Russians from the occupied, Szienchenché in the Tsiaotun district; they then drove off the Russian cavalry from Suichatze, eight miles west of Szienchenché and occupied that place also. In the Kangling district (west of the Liao) at 1.40 a.m. the Japanese central column routed the Russian cavalry from its outpost, sixteen miles northeast of Kangling. Hotly pursuing the Russians, the Japanese attacked their position at the southern end of Liaoyangwóng (a town between the east and west main branches of the Liao river). The Japanese also attacked the Russian positions to the eastward, from 4 a.m. to 8.30 a.m., and completely occupied Liaoyangwóng at 9 a.m. The Japanese right column, on route at 8 a.m., drove off the Russian cavalry and occupied Luchuanu and Machiapao respectively nine and five miles east of Liaoyangwóng. Resuming the bombardment on the Russian camp as they make their retreat, the Japanese right infantry heavy damage and threw them into great confusion. The left column also fired fiercely on about 1,000 Russians who were retreating northward from Liaoyangwóng and inflicted heavy damage on them.

According to prisoners who were taken, the Russians at Liaoyangwóng comprised of 6,000 cavalry and twenty guns under General Mitschenko. The main force retreated in disorder to the northeast and portions to the northwest, leaving evidences of the greatest confusion. Judging from the provisions and accoutrements left behind the Russian supplies are of the poorest. Among the spoils are 500 bushels of cereals. The Russians burnt a house at the southern end of Liaoyangwóng presumably to incinerate their dead.

The Japanese casualties were thirty officers and men killed, and 180 wounded. The Russian casualties are unknown as those left behind were cremated. In front of the Japanese central column there were over eight horses killed and over a dozen in front of the Japanese left. Altogether the Russian losses seem to have been heavy.

The Japanese Advance.

Tokyo, June 21.

It is officially reported that the situation on the 19th inst. was as follows:

In the Wei-yuan-pien district (on the Kai-yuan-Kirin road) a Japanese detachment which occupied Lien-wu-shieh (about 20 miles up the road) occupied it since been driving off the Russians toward Kirin. The same detachment occupied Yang-yu-shu, twenty miles north-east of Wei-yuan-pien, and another force occupied the north-western height of Shihurou, which is seven miles north of Yang-yu-shu, and eleven north of Wei-yuan-pien. The Japanese afterwards drove off the Russians from the Yang-yu-shu vicinity and subsequently expelled and routed to the northward the Russians who were holding the neighbouring heights.

In the Changtu region a detachment, marching near the railway and expelling the Russian infantry and cavalry, occupied the southern height of Shihurou. A detachment along the Fenghuang railway expelled the Russians in the vicinity of Laifonghongkou and occupied Liautokou, eighteen miles north of Changtu by a furious infantry and artillery fire.

CANTON NOTES.

(From Our Correspondent.)

THE FAMOUS HONAN MONASTERY.

Canton, June 25.

The activity of the officials in closing the Temple of Longevity, because of the antagonism of its priests towards the new learning, appears to have caused a good deal of alarm in other quarters. The monks of the Honan Monastery, which has perhaps been visited by more foreigners than almost any other building in Canton, and in which, at 4 p.m. each day, the ritual of Buddhist worship, and chanting of Buddhist liturgies may be watched, are, it is reported, in a state of anxious apprehension for the safety of their own devotee. Connected with this temple is a large garden, and in this is a crematorium, and other curiosities. For the most part, however, this large piece of land is left to the devices of nature for its adornment and is, therefore, in an unkempt condition. Recently the whole of this annex, comprising more than ten thousand Chinese square feet, and worth, it is computed, more than four hundred thousand taels has been sold for building sites and it is proposed to erect new streets thereon after the model of foreign dwellings. Apparently the abbot thinks that a bird in the hand is worth two in the bush, and so will change the garden into what Wernick calls "portable property" before official cupidly transfer it into property "portable" in another sense.

A SENSATIONAL OUTRAGE.

At a place called Shek-chung, which appears to be near Kwangtung, salt-smuggling has lately been very active and the smugglers very bold. Indeed smuggled salt is sold in the open day throughout the country side. The officials, however, determined to suppress this lawlessness, and sent a district magistrate with some soldiers. A temporary barracks was built, at Ping-kwei. But on the twelfth of the fourth Chinese month, a thousand smugglers gathered and unfurled their flag which they called "the flag of the salt smugglers." They then surrounded the temporary barracks, which had been recently erected, attacked and put to death all the soldiers whom they captured, and then set fire to the place. The district magistrate, Sun Shing-ming managed to escape. Some time later the leader of the bandits, Chan To-pok, was captured and discovered to be an outlaw, whom sometime, the officials had won over to their side by bribes of rank and emoluments. It appears that for a long time, he has been playing a double game. He is likely to die, however, that he has played his last card now, for he has the judgment of the Governor on his actions, and this judgment is not likely to be lenient.

SUPREME COURT.

IN PROBATE JURISDICTION.

(Before His Lordship, Mr. F. T. Pigott, Chief Justice.)

Monday, June 26.

APPLICATION FOR PROBATE.

Choy Ho Shi and two others applied to have the will and codicil of Choy Chan, deceased, established.

Choy Chung opposed the application. Mr. H. E. Pollock, K.C. (instructed by Mr. F. B. Deacon, of Messrs Deacon, Lockyer and Deacon), appeared for the plaintiffs, while defendant was not represented and did not appear.

Mr. Pollock called evidence in support of his case, and application was granted.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. A. G. Wise, District Judge.)

Monday, June 26.

A DEAD MAN'S DEBT.

(The case in which the Tai Wing sued the Cheung Yan Po for \$229.25) was continued today.

Mr. R. Harding (of Messrs Ewens, Harston and Harding) appeared for plaintiff, while Mr. F. C. Master (of Messrs Johnson, Stokes and Master) represented the defendant.

The case had been adjourned in order to allow the defendant's solicitor to file an affidavit of the death of Leung Kin Shan. The claim was for the price of coal delivered to certain steam passenger launches, for which plaintiff contended that defendant was liable. The defendant's case was that the money paid by him—which he admitted—was simply paid through him as a medium by Leung Kin Shan, who had left the Colony. Before leaving Leung Kin Shan asked defendant to receive certain moneys from his account and hand them over to plaintiff. Defendant had tried to get Leung Kin Shan to return to Hongkong, but found out that he had died. Defendant had nothing to do with the launches.

Judgment was delivered for defendant.

THE BOYCOTT AGAINST AMERICA.

An Empire Question.

The writer of "Native Notes" in the N. O. Daily News, on June 23, says:—In a previous "Note" it was stated that certain well-to-do Chinese merchants had resigned his Comproderopship of a certain American Company in deference to the proposed method of protest against the projected new Chinese Exclusion Bill of the United States Government. We now understand that the Company in question is only an embryo one, while the comproderopship was engaged on the understanding that he should give his assistance and influence in native minded circles to secure the requisite number of shares in order to launch the company, as half of the capital was alleged to have been already guaranteed by certain well known wealthy financiers in New York.

The story now goes that certain wild spirits considering that the comproderopship which had been drawn up for the purpose of showing Chinese dissatisfaction against the proposed new Chinese Exclusion Bill, sent an anonymous communication to that gentleman pointing out to him that he was not acting in accordance with the spirit of stipulations, which he, with certain others, had the reputation of having drawn up, and given out to the world and had received its sanction thereon, in which case the senders of the anonymous communication were of the opinion that the least he could do in the matter would be to promptly sever his connection with the proposed company.

Apparently there was some delay in accepting the advice as above tendered, for to show the dissatisfaction with this delay it is reported that a sheet of paper containing a picture of a dagger was mailed to the comproderopship with the result that the latter said to have promptly resigned. In the meanwhile another gentleman, a man well known in advanced reform circles, had taken over the work of canvassing for shares in this American company, a fact which was also resented and an anonymous notification was also sent to the new canvasser.

It seems that no attention was paid either to this or other subsequent notifications of similar import, with the result that, as we learn, a couple of days ago this gentleman was attacked in Hongkong by some persons, one of whom fired a revolver at him loaded with blank cartridge while his rich coat also received some blows when trying to come to his master's defence. We have not been told as to what followed after this attempt at enforcing the American boycott.

We understand that there was a meeting held on Wednesday by a large number of native employees of the Imperial Maritime Customs service here, when speeches were made protesting against the provisions of the proposed new Chinese Exclusion Bill of the United States Government. The meeting also endorsed the platform already published in these "Notes," which is to be put into force in August next should the U. S. insist on the new Bill as it stands, and it was voted that the result of the meeting should be duly notified to the employees of the I. M. C. throughout the country, and their support asked, so that the United States Government may know that China is united on the present question. We also learn from the North that the Weirup finds its hands decidedly strengthened by the firm and united front shown by all classes in the Empire.

Diarrhoea Remedy.

THIS remedy is everywhere acknowledged to be the most successful medicine in use for Diarrhoea. It can be depended upon even in the most severe and dangerous cases. Outriggering all kinds of diarrhoea, and at the first unusual looseness of the bowels should be taken. Sold by All Dealers. WATKINS & CO., Ltd., General Agents.

SPORTING.

Volunteer Reserve Association.

The following were the principal scores in the Pool competition for the members of the Hongkong Volunteer Reserve Association held at the King's Park range on Saturday, viz:—

| | | |
|------------------|-----|-----------------|
| F. Macfield | ... | 44pts-24-08 |
| W. G. Winterburn | ... | 51 + 16-67 |
| J. G. Cow | ... | 54 + 2-04 |
| P. L. Miller | ... | 49 + 24-00 |
| L. G. Bird | ... | 56 + 6-02 |
| J. H. Pidgeon | ... | 56 scr -58 |
| A. Mackenzie | ... | 58pts 2-55 |
| C. O. Carter | ... | 47 + 8-55 |
| A. Moir | ... | 48 + 4-52 |
| W. B. Boyce | ... | 44 + 8-52 |
| W. H. T. Davis | ... | 44 + 0-50 |
| F. Macfield | ... | was the winner. |

The King's Park (600 yards) Range will be available from 4 to 6.30 p.m. on Wednesday next, June 27, to enable those members who have not already shot for the Governor's Cup for June to do so.

THE WAR AND JAPANESE TRADE.

Remarkable Buoyancy.

Mr G. Barclay, Secretary to the British Legation at Tokyo, in a report on the trade of Japan for 1904, makes interesting statements as to the way in which Japanese trade has been affected by the war.

Thanks to the long period of cautious trading which followed the economic crisis of 1899-1900, Japan's trade was in a thoroughly healthy condition when the war broke out. Since then she has been in almost uninterrupted command of the neighbouring seas, so that her foreign trade has not suffered serious inconvenience from the enemy's cruisers. In addition to this, nature has come to her assistance with her abundant crops, the yield of rice and silk, indeed, being higher than ever before.

Owing to these circumstances Japan has borne the strain of the first twelve months of war with remarkable ease. Indeed, writing at Tokyo in March last, Mr Barclay was able to say that so far the heavy drafts made on the country's capital by loans and increased taxation, the war's high cost of labour, market and the general dislocation of the native shipping occasioned by the army's transport requirements, did not seem, generally speaking, to have impaired her commercial and industrial activity. Her foreign trade had reached a level not only in imports but also in exports considerably higher than that of any previous year.

Undoubtedly particular industries had suffered notably the silk manufactures for the home market, and the smaller manufacturers and traders and many of them felt the pinch of restricted credit but the year had passed without any failures of importance. On the other hand, many industries, particularly farming and silk manufactures for the foreign market, as well as those industries which have helped to supply the war's requirements, had enjoyed a period of great prosperity.

It has been the policy of the Government to purchase as much as possible in Japan. It has been asserted that 70 per cent. of the war expenditure has been spent at home, and there are many examples of struggling industries which have been built up into successful concerns by the large demands on their capacity. Prices have not been so much of a consideration as in ordinary times, and the manufacturers have thus been enabled to strengthen their position and to increase both their experience and production, so that we are likely to see Japan emerge from the war with her efficiency in certain branches of industry greatly improved. Prices have risen somewhat, but in most cases the rise is traceable to specific causes wholly unconnected with the currency, and such rise as there has been has not led to any general advance of wages.

It may fairly be hoped, says Mr Barclay, that the payment of the successive instalments of the domestic loans already floated, amounting to 280,000,000 yen (\$28,000,000), or now in contemplation, and the additional taxation imposed by the Government, will suffice to prevent any serious inflation of the currency. The additional taxation amounts to some £5,000,000 for the year 1905-06, bringing the total increase in the people's burdens from the beginning of the war to nearly £14,000,000, or something like 81 per cent. of the total revenue from taxation in 1903-04. How far the country's general industries will be able to bear these increased taxes of which one is an import duty of 15 per cent. and valorem on rice, remains to be seen, but the ease with which the domestic loans have been taken up, and the fact that the deposits in the leading banks and the post office savings bank show material progress for the year, are hopeful symptoms.

TUNNELLING THE HUDSON RIVER.

A Great Enterprise.

New York, April 23.—A gigantic engineering feat on the Pennsylvania Railroad—the tunnelling for two miles under the Hudson in order to bring passengers from the West direct into New York without using the ferry—is now in progress. The first attempt was made in 1882, when the river broke through and scores of workmen were drowned. The enterprise was abandoned. Another attempt was made in 1890, when the solid rock utterly baffled the engineers. The present task, it is expected, will take four years to complete. The company, at the same time, are building a new station terminus twice the size of Liverpool Street, London. Three hundred houses have been demolished on the site in the heart of the city. Compensation has been paid to the tune of ten million dollars, and only a ground floor ten thousand are standing on the site. Ten thousand workmen are engaged in the terminal excavations, and the tunnel is estimated to cost sixty million dollars. To avoid smoke in the tunnel, the locomotives will be substituted at Jersey City by electric engines to draw the trains under the bed of the river. Through the centre of the tunnel will be a low wall, parallel with the sides of the carriage and four feet above the rails. In case of accident the passengers will be able to walk along this wall, aided by the brilliant electric illumination, into the terminus. The blasting of the rock goes on night and day, and the reverberating roar can be heard for 20 miles, while in Manhattan the sensation resembles a never-ending earthquake.

INSTigated by the Irish societies, the New York State Legislature has passed a Bill restoring various anti-English passages which had been expunged from the State school books by the Board of Education.

BY WHARF AND WAVE.

The new Italian class of battleships will be of 19,500 tons.

On the 16th instant the Prize Court at Sasebo declared the Norwegian steamer "Yogga" confiscated together with her cargo.

The United States authorities have under consideration the size of future battle-ships for their fleet of a tonnage which is to exceed 17,000.

The Japanese Government are designing a battle-ship of 18,500 tons, to carry twelve 10-inch guns and four 12-inch, and with a speed of 19 knots.

Tokyo, June 17.—The N. Y. K. S. "Owaru Maru," 629 tons net, from Muroran for Hakodate, went aground this morning in a fog. The passengers and mail were transferred to the "Isa Maru." It is hoped that the hull will be refloated.

It having come to light that one of the Russian war-ships sunk off Tsushima, Iwami province, in the course of the recent naval battle, carried about 100 mechanical mines on board, a warning has been issued by the authorities to steamship owners.

Among the Bills whose introduction in the Cortes has been authorized by the King of Spain is one for the reconstitution of the fleet, consisting of the construction of eight battle-ships of 14,000 tons, and of five armoured cruisers, as well as several other units. The expenditure will be distributed over 6 consecutive budgets.

The river steamer "Tufuo Maru" (formerly the "Tahung Maru"), which has been reconstructed by Messrs S. C. Farman, Boyd and Co., Ltd., for the owners—the Osaka Shosen Kaisha—had a most successful trip on June 17, making an average of 13.3 knots on a mean draft of 5 ft. 8 in. aft and 3 ft. 6 in. forward.

Private shipbuilders will (according to a Glasgow message) shortly be asked to tender for an experimental torpedo-boat destroyer for the British Government. The boat will have a guaranteed speed of 38 knots, equal to over 40 miles an hour. She will have turbine machinery, and will be fitted for oil-fuel. She will also have a greater radius of action than the existing destroyers.

Tokyo, June.—Enquiries have elicited that the English coal-laden steamers "Lily" (?) and "Claverdale," 4,000 tons, bound to Japan, are missing, in addition to the "St. Kilda." The missing steamer "Lily" has not been reported since she left Colombo. The Claverdale has not been since she left Hongkong. Both steamers are fully insured.—The "Lily" and "Claverdale" it is believed were sunk by the ice in the north, and have no connection with the "St. Kilda."

The following surprising paragraph appears in the L. and C. Express of May 26:—

One of the most remarkable 'arrivals' is the case of the Belgian steamer "Lily," which reached Vladivostok on 19th inst. She left Hongkong on Jan. 26, at the time when the Japanese were capturing steamers for Vladivostok, and then disappeared. As no news was received of her capture by the Japanese warships, it was feared that the "Lily" had struck on ice floe and foundered with all hands. No less than 90 guineas per cent. had been paid as re-insurance on the steamer, and the vessel's arrival is a stroke of luck to underwriters.

The British battleship "Vengeance" arrived at Singapore on June 18 with Rear-Admiral Adair on board.—The "Vengeance" went straight to Tanjong Pagar to coal. This work was soon completed and the vessel went to the Roads and anchored. The big cruiser "Diadem" arrived on the same day from Colombo, which was left on the 14th instant, whilst the Dutch warship "Koninkin Regentes" arrived on June 17 from Tanjong Pagar. Thus the man-of-war anchorage at Singapore presents an unusually full appearance with the four British battleships, the big cruiser "Diadem," and the Dutch warship "Koninkin Regentes" all lying together.—Singapore Free Press.—[We hear that the "Vengeance" is in need of some slight repairs in Singapore, and that the "Ocean" is detained there for the present.]

The battleship which is to be laid down at Portsmouth Dockyard this year will receive the name of the "Dreadnought." Her tonnage, as already announced, will be 18,000 tons or possibly 18,500, which will make her the biggest warship afloat. Mr Philip Watts has practically completed the designs for this new great ship. The design was originally made in 1904 for the Lord Nelson and Agamemnon, but a question of dock accommodation caused the tonnage to be reduced to 16,000. Her dimensions are to be restricted to enable her to pass the dock walls and occupy the basins at our dockyards.

Some further particulars of the design and armament are now available, and Engineering states that the vessel will carry 12 inch guns, an abnormally powerful armament which will make her equal to any two other battleships afloat. Not only is her gun power to be in excess, but she will be designed to travel at a speed two miles faster than any other British ship of the line. She is designed for a true over 21 knots, and this makes her a new type of vessel, combining more than a modern battleship's enormous gun power with a cruiser's speed. This new type is the evolution of the armoured cruiser on battle-ship lines, and will need a new classification. With regard to her engines, it is perhaps premature to speak. The successful experiments with turbine engines in one of the

cruiser classes has brought forward the question of fitting turbines to the new battle-ship. No order settling this decision has yet been issued, the only orders placed being for cruisers.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 25th at 12.5 p.m. The barometer has fallen on the China coast, particularly in the North.

Pressure remains high over E. Japan, and a shallow area of low pressure lies over Shanghai.

Gradients are slight in S. China and moderate S.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate S.E. winds; showery.

Telegraphic communication with Gap Rock is interrupted.

To-day's Advertisements

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

TOURNAI.

Captain GIRAUD, will be despatched for the above ports TO-DAY, the 26th inst., at Midnight.

G. DE CHAMPEAUX, Agent.

Hongkong, June 26, 1905. 1181

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE.

will be held at FREEMASONS' HALL, on SATURDAY, the 1st July, at 8.30 for 9 p.m. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, June 26, 1905. 1222

THE GREEN ISLAND CEMENT CO. LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.

SHEWAN, TOMES & CO., General Managers.

Hongkong, June 26, 1905. 1228

PUBLIC AUCTION.

THE Undersigned has received instructions from THE OFFICIAL ADMINISTRATOR, to Sell by Public Auction,

on

WEDNESDAY,

the 28th June, 1905, at 11 A.M., at their SALES ROOMS, No. 8, DES VUEUX ROAD, Corner of Ice House Street,—

the effects of the late JAMES MOLACHAN, deceased,

Comprising—

ENGINEERING and DRAWING INSTRUMENTS, ENGINEERING and other BOOKS, and

A QUANTITY OF MISCELLANEOUS ARTICLES.

TERMS:—As usual.

HUGHES & ROUGH, Government Auctioneers.

Hongkong, June 26, 1905. 1225

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell, by Public Auction, on

SATURDAY,

the 1st July, 1905, commencing at 2.30 p.m., at his SALES ROOMS, DUNDRELL STREET,—

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

SIX TAPESTRY COVERED DRAWING SUITS, BRASS ORNATELLE, WRITING DESKS, BOOKCASES, &c.

EXTENSION DINING TABLE, DINING CHAIRS, TEAR SIDEBOARD with BEVELLED MIRROR, DINING WAGGONS, &c.

DOUBLE and SINGLE BRASS MOUNTED BEDSTEADS, WARDROBES with BEVELLED MIRROR, MARBLE TOP WARDROBES, BUREAU with BEVELLED MIRROR, &c., &c.

One HANDSOME CANTON BLACKWOOD SIDEBOARD with BEVELLED MIRROR, and

A Selection of FINE ENGRAVINGS (including some Artists' Proofs).

A Few TYPEWRITERS in Good Condition.

TERMS:—As Customary.

On View from Friday, the 30th June, 1905.

GEO. P. LAMBERT, Auctioneer.

Hongkong, June 26, 1905. 1229

PUBLIC AUCTION.

THE Undersigned has received instructions from W. B. DIXON, to Sell by Public Auction, on

MONDAY,

the 3rd July, 1905, at 2.30 p.m., within his Residence, "DUNDRELL," The Peak,—

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

OVERMANTLES with BEVELLED GLASS, BOOKCASES, SIDEBOARDS, TABLES, CHAIRS, WARDROBES, BEDSTEADS, CARPETS, RUGS, SUNDRY BLACKWOOD FURNITURE and GLASS and CROCKERY WARE, &c.

A QUANTITY OF PLASTER in Pots.

Catalogues will be issued.

On View on and after Saturday, the 1st July.

TERMS:—As usual.

HUGHES & ROUGH, Auctioneers.

Hongkong, June 26, 1905. 1236

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Kamsang,

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 28th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, June 26, 1905. 1220

To-day's Advertisements

THIS SPACE HAS BEEN

RESERVED

BY

KING BROTHERS.

3, New London Street,

LONDON, E.C.

Hongkong, January 4, 1904. 20-1

NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD,

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

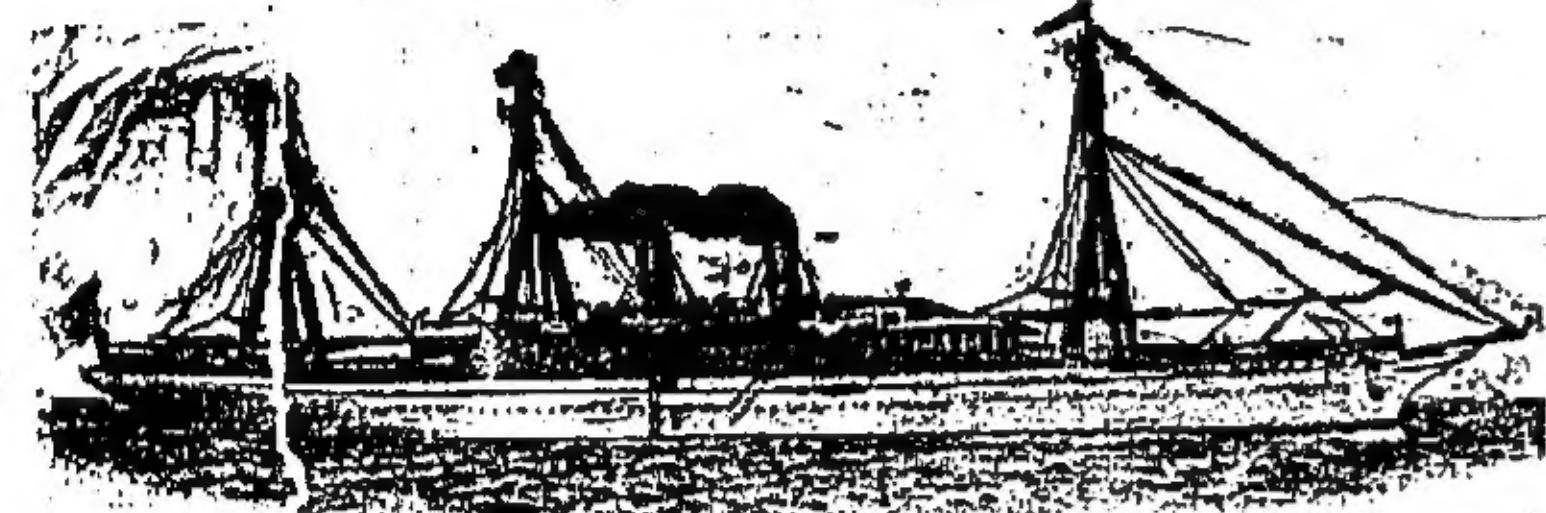
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

| NAME OF VESSEL | TO SAIL ON | REMARKS |
|--|------------|--|
| SINGAPORE & BOMBAY | TIENSIN | About 20th June. Freight only. |
| SHANGHAI | CHUSAN | About 30th June. Freight and Passage. |
| LONDON, &c. | NUBIA | Noon, 1st July. See Special Advertisement. |
| LONDON & ANTWERP, via Suez, P. de la Mer, S. de la Mer, S. de la Mer, S. de la Mer | PALERMO | About 7th July. Freight only. |

* Calling at Penang & Colombo if sufficient inducement offers.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co., Office, Hongkong, June 24, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, YOKOHAMA, KOBE, YOKOHAMA AND VICTORIA, B.C.
Sailing 3 to 7 days across the Pacific.

R.M.S. PROVOKER SAILING FROM HONGKONG. (Subject to Alteration).
TARTAR Com. W. DAVISON, R.N.R. 4425 Tons WEDNESDAY, July 6.
EMPEROR OF JAPAN Com. R. F. YOUNG, R.N.R. 6000 Tons WEDNESDAY, July 12.
EMPEROR OF CHINA Com. R. ARCHIBALD, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.
ATHLETIC Com. S. ROBINSON, R.N.R. 6000 Tons WEDNESDAY, Aug. 9.
EMPEROR OF INDIA Com. E. BERTHAM, R.N.R. 6000 Tons WEDNESDAY, Aug. 23.

Hongkong to London, 1st Class, via St. Lawrence £80. via New York £82.
Intermediate on Steamers, £40. " " £42.
and 1st Class Rail, " £40. " " £42.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO YAN-
COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

R.M.S. TARTAR and ATHLETIC carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to D. E. BROWN, General Agent,
Hongkong, June 24, 1905.

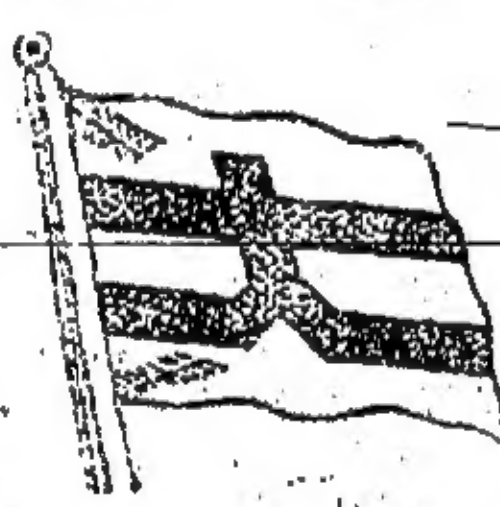
PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | Tons | Captain | To Sail at DAYLIGHT ON |
|-----------|------|-----------|------------------------|
| NICOMEDIA | 4370 | WAGNER | July 7, 1905. |
| NOMANTIA | 4370 | BERNER | July 18, 1905. |
| ARABIA | 4483 | MYZENTHIN | Aug. 6, 1905. |
| ARAGONIA | 5188 | SCHULTE | Aug. 20, 1905. |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, June 24, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | STEAMSHIP | LEAVING |
|--|--------------|--|
| TAMSAI, VIA SWATOW AND AMOY | FRITHJOF | SUNDAY, 2nd, Capt. H. HARRALDSEN, July 8 a.m. |
| AMPING, VIA SWATOW AND AMOY | PROMISE | MONDAY, Capt. THORSTENSEN, About July 3. |
| SHANGHAI, VIA SWATOW, AMOY AND FOOCOW | OLARA-JEBSEN | THURSDAY, Capt. BERDIXEN, July 6, 10 a.m. |

ON account of the present state of political affairs, all the Company's New Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its spe-
cially designed New Steamers.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, June 23, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captains | To Sail |
|----------|------|------------------|----------------|
| FLAIDES | 3753 | F. G. Furlington | About July 12. |
| SHAMUT | 3608 | E. V. Roberts | About July 20. |
| TREMONT | 3606 | T. W. Garlick | About Aug. 8. |

† Cargo only.

SHARP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Trip—crew, s.s. Shamut and Tremont are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

| FROM | STEAMERS | DATE |
|-----------------------|-----------|--------------|
| GLASGOW AND LIVERPOOL | STENTOR | 7th July. |
| GLASGOW AND LIVERPOOL | PROTECTOR | 14th July. |
| GLASGOW AND LIVERPOOL | KERON | 14th July. |
| GLASGOW AND LIVERPOOL | PARING | 18th July. |
| GLASGOW AND LIVERPOOL | ACHILLES | 28th July. |
| GLASGOW AND LIVERPOOL | ANTHOS | 3rd August. |
| GLASGOW AND LIVERPOOL | MACHON | 4th August. |
| GLASGOW AND LIVERPOOL | ORISTES | 5th August. |
| GLASGOW AND LIVERPOOL | ULYSSES | 18th August. |
| GLASGOW AND LIVERPOOL | OPACK | 28th August. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|------------|--------------|
| LONDON, AMSTERDAM & ANTWERP | GLAUCOS | 14th July. |
| LONDON, AMSTERDAM & ANTWERP | HYBON | 18th July. |
| LONDON, AMSTERDAM & ANTWERP | TELEMACHUS | 20th July. |
| LONDON, AMSTERDAM & ANTWERP | AXAX | 18th August. |
| LONDON, AMSTERDAM & ANTWERP | IDOMENEUS | 20th August. |
| LONDON, AMSTERDAM & ANTWERP | PARING | 28th August. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

| FOR | STEAMERS | TO SAIL |
|---|----------|-------------|
| VICTORIA, SEATTLE, TACOMA, and KENON | QANFA | 17th July. |
| all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA | MACHON | 7th August. |

| FROM | STEAMERS | DATE |
|--|------------|------------|
| TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST | QANFA | 28th June. |
| | TELEMACHUS | 18th July. |

For Freight, apply to BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 22, 1905.

CHINA NAVIGATION CO., LD.

| FOR | STEAMER | TO SAIL |
|---|---------|------------|
| NINGPO AND SHANGHAI | HANYANG | 27th June. |
| MANILA, WEIHAIWEI, CHEFOO | YAN | 27th June. |
| SWATOW, WEIHAIWEI, CHEFOO | YAN | 27th June. |
| SHANGHAI, WEIHAIWEI, CHEFOO | YAN | 27th June. |
| MANILA, ZAMBOANGA, PT. DARWIN | YENAN | 1st July. |
| THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | CHINOTU | 10th July. |
| KOLO & CEBU | RAIPON | 11th July. |

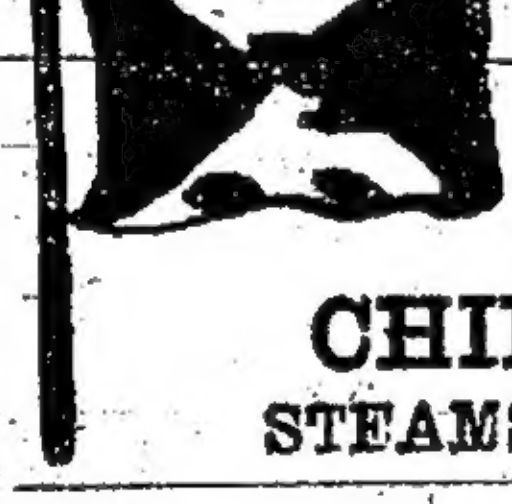
* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light, Unrivaled Table,
A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and
Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, June 24, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon, anti-dish-
Electric Light—Perfect Cuisine—Surgeon and
Stewardess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captains | For | Sailing Dates |
|-----------|------|--------------|--------|------------------|
| RUBI | 2540 | A. H. Nodley | Manila | July 1, at Noon. |
| ZAFIRO | 2540 | R. Rodger | Manila | July 8, at Noon. |

For Freight or Passage, apply to

Shewan, Tomes & Co.

General Managers.

Hongkong, June 26, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND
SUEZ CANAL.
(With Liberty to Call at the
MALABAR COAST).

S.S. INDRAWADI About 26th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, June 23, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,
VIA PORTS AND SUEZ CANAL.
With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG,
STEAMERS TO SAIL 1905.
MONTROSE About June 30.
ST HUGO About July 15.
REIMOSA To follow.

For Freight and further information,
Apply to DODWELL & CO., LTD.,
Agents.

Hongkong, June 22, 1905.

Hongkong, June 26, 1905.

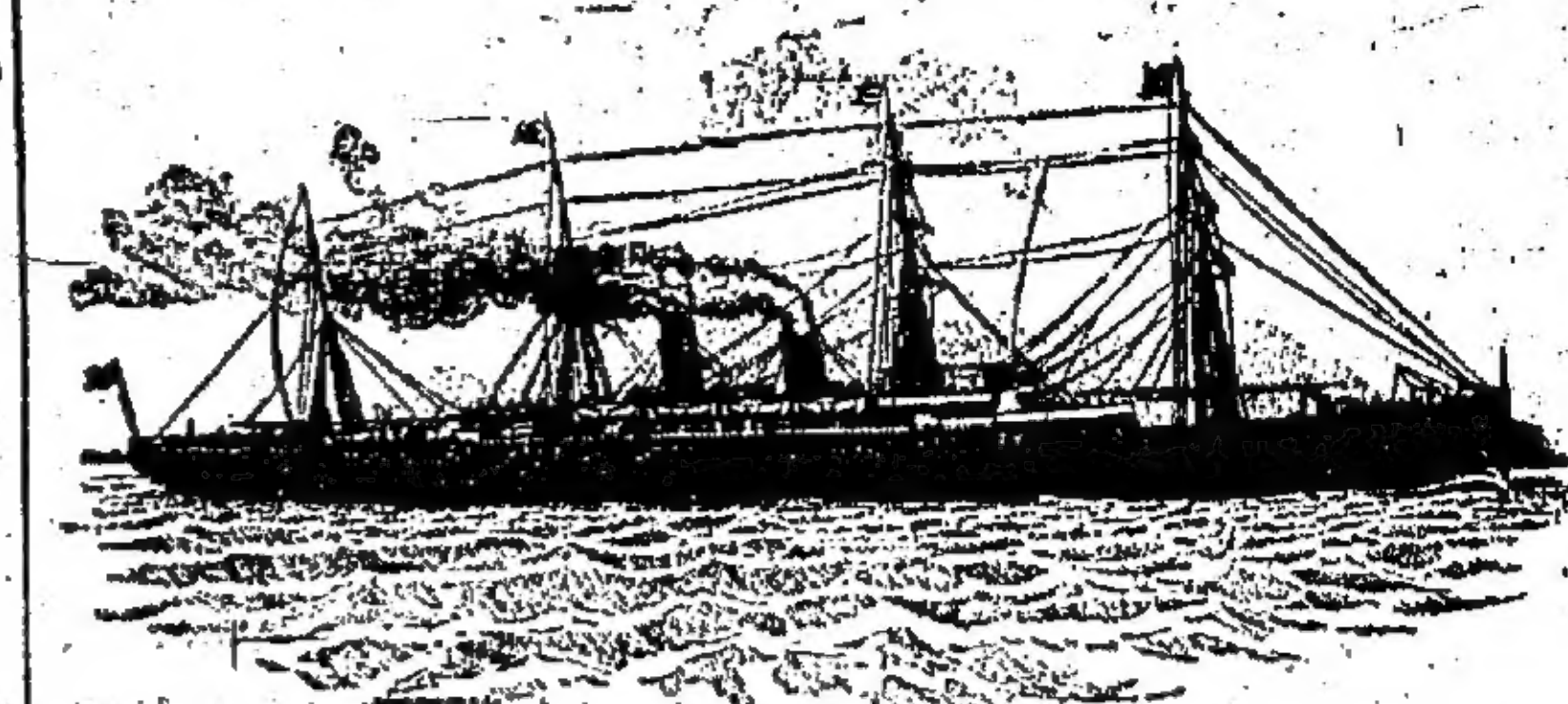
Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm "Southern Route" across the Pacific, via HONOLULU,
on Oahu, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

| STEAMSHIP | Gross Tons | THURSDAY | 6th July, at Noon. |
|-----------|------------|----------|---------------------|
| SIBERIA | 11,284 | THURSDAY | 18th July, at Noon. |
| MONGOLIA | 3,859 | FRIDAY | 28th July, at Noon. |
| CHINA | 3,859 | FRIDAY | 11th Aug. at Noon. |
| DORIC | 4,784 | FRIDAY | 18th Aug. at Noon. |
| MANOHURIA | 13,639 | FRIDAY | 1st Sept. at Noon. |
| KOREA | 11,276 | THURSDAY | 12th Sept. at Noon. |
| COPTIC | 4,362 | | |

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct.
18th-23rd, 1902; 10 days, 15 hours.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via
AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA,
and HONOLULU on THURSDAY, the 6th July, at Noon, taking Freight for
the United States, and Europe. Passengers are allowed to break their journey at any
point en route.

SPECIAL RATES (first-class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
Companies, QUEEN'S BUILDINGS.
Hongkong, June 26, 1905.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|--------------------------------|-----------|-------------------------------|
| SHANGHAI, via NINGPO, HANGSANG | | TUESDAY, June 27, at 3 p.m. |
| SINGAPORE, PENANG | SUISANG | TUESDAY, June 27, at Noon. |
| AND CALCUTTA | | |
| SANDAKAN | MAUSANG | TUESDAY, June 27, at 3 p.m. |
| TIENSIN | | WEDNESDAY, June 28, at 3 p.m. |
| MANILA | LOONGSANG | FRIDAY, June 30, at 4 p.m. |

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
and Yangtze Ports.

† Taking Cargo on through Bills of Lading to Lahad Dattu, Singapore, Tawau,
Kudat, Nonkan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

| S.S. | Captain | J. P. DAWSON |
|---------------------|------------------|--------------|
| S.S. SWANLEY | J. P. DAWSON | |
| S.S. COURTFIELD | J. W. MARIN | |
| S.S. ORANLEY | W. E. STEELE | |
| S.S. IREAL | M. ROBERTSON | |
| S.S. ASCOT | C. E. COX | |
| S.S. LOTHIAN | J. G. WILLIAMSON | |
| S.S. INEUM | E. S. PEARCE | |
| S.S. SIEH | J. ROWLER | |
| S.S. SOFALA | GER. STEPHEN | |
| S.S. INDRASHAMA | R. P. CHAVES | |
| S.S. INDRAVALLI | J. COLLINGWOOD | |
| S.S. SEBALA | Geo. BROWN | |
| S.S. CATHERINE PARK | COPE | |
| S.S. INKULA | DEAN | |

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCOW.

THE Company's Steamship
HAITAN,
Captain ROGER, will be despatched for
the above Ports on TUESDAY, the 27th
Inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS, LAPELLE & Co.,
General Managers.

Hongkong, June 23, 1905.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR
SAIGON, SINGAPORE, BA-
TAVIA, COLOMBO, INDIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN, AND
BLACK SEA PORTS.

THE Steamship
CALEDONIAN,
Captain GREGORY, will be despatched for
MARSEILLES on TUESDAY, the 27th
June, 1905, at 1 p.m.

Passage Tickets and through Bills of
Lading issued for above ports.

Cargo also booked for principal places in
Europe.

Next Sailings will be as follows:—
S.S. OCEANIC July 11, 1905.
S.S. TOURNAI July 25, 1905.
S.S. TOSKIN August 8, 1905.

For Freight, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, June 13, 1905.

THE AMERICAN AND ORIENTAL
LINE.
FOR NEW YORK AND BOSTON.

THE Steamship
AFRICAN PRINCE,
Captain MACFARLANE, will be despatched
for the above ports on or about MONDAY,
the 10th July.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, June 24, 1905.

Shipping.

'BEN' LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.

THE Steamship
BENLOMOND
Captain HARRISON, will be despatched as
above on or about TUESDAY, the 27th
June.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, June 24, 1905.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship NUBIA, Captain
F. J. Fox, carrying His Ma-
jesty's Mail, will be despatched from
this for BOMBAY, on SATURDAY, the
1st July, at Noon, taking Passengers
and Cargo for the above Ports in con-
nection with the Company's s.s. Mongolia,
9,500 tons, from Colombo, Passengers' ac-
commodation in which vessel is secured
before departure from

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904.OSAKA HOTEL,
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIOASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARL, Manager.

December 5, 1904.



we look for certainty of result, gentleness of action, and palatableness. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

Notices to Consignees.

'BARBER' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE STEAMSHIP SHIMOSA.
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, June 24, 1905. 1210

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER FORMOSA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out, Marked by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings cargo from London, &c. ex s.s. Persia. Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. on the 23rd inst. Goods not cleared by the 23rd inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.
Hongkong, June 21, 1905. 1186

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KARACHI, BOMBAY, COLUMBO, PENANG AND SINGAPORE.

THE Company's Steamship China, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

This Vessel brings cargo from Venice ex s.s. Espero transhipped at Trieste.

From Trieste ex s.s. Imperator, transhipped at Bombay.

From Zanzibar ex s.s. Koerber transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter before Noon, on the 29th June, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th June, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, June 23, 1905. 1207

ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILDED AND RUN DOWN. We wonder how we stood the heat of January and February as well, only to collapse when the weather is appreciably cooler. The reason is that the Summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again. IN CHOOSING AN APERIENT

we look for certainty of result, gentleness of action, and palatableness. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
S.S. MARIA VALERIE.
FROM YOKOHAMA, KOBE AND SHANGHAI.

THE above Steamer is due here from the above ports on the 25th inst. Consignees of Cargo are requested to communicate AT ONCE with the Underwriter, before Bills of Lading can be countersigned and a delivery of Cargo obtained, a General Average Bond and a Deposit of 15% of the net value of their Goods has to be paid to the Underwriter.

SANDER, WIELER & Co., Agents.
Hongkong, June 23, 1905. 1205

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Siam, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo, including the discharge or re-loading on board after 4 p.m. on the 23rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, June 20, 1905. 1190

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER TIEN-TSIN.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out, Marked by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings cargo from London, &c. ex s.s. Persia. Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. on the 23rd inst. Goods not cleared by the 23rd inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.
Hongkong, June 23, 1905. 1210

ROYAL HAIRDRESSING SALOON.
No. 14, BEACONSFIELD ARCADE.

WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Specialty.

YI-DENTE BARENILLA, Proprietor.
Hongkong, April 10, 1905. 453

MARTIN'S APOLLO & STEEL PILLS.

Retal and Wholesale Ironmongers, Pig Iron and Foundry Coke Importers, and General Storekeepers. PRICES MODERATE.

SING ON & CO., Nos. 35 & 37, HING LOONG STREET.

HONG, STREET, MIDDLE AND HARDWARE MERCHANTS.

Hongkong, December 14, 1904. 2249

A NIGHT WE BURNS.

He is a general agent, and we met through an introduction from a mutual friend. Mr. George Burns might easily have been mistaken for an Englishman, speaking the best English I had known him a week before he betrayed his Scotch parentage by saying 'a wee bittie' for 'a little', in a moment of excitement. We were often together in that first week, and at the end of it he told me he would be engaged for the next three nights.

'Going away. Mr. Burns?'
'No—just three Robbie Burns dinners.' He tried to say it carelessly, but involuntarily his figure straightened from 5ft. 10in. to 6ft. 2in., and the blue eyes, that seemed so far-seeing and business-like in the office, brightened with the suggestion of a Barrenish gleam.

'Then I won't see you for a week, Mr. Burns?'
'A week? No—no—I'll be at my office every day as usual. These Burns dinners are very quiet affairs, nowadays!'

I believed him; but a few nights afterwards, as I was walking, about midnight, from Vincent-street towards my hotel, a big hand clutched me, and, as I turned, the bulging shirt-front of George Burns, the seemingly cold and English agent, struck mine. The agent's head was held well back, to preserve the balance of his body, although even then he rocked unsteadily on his heels. He had lost his hat, his hair was tousled, and his blue eyes blazed his temporary mania. I put my hand against the bulging shirt-front, threatened to smother both of us, and it cracked like dry sticks under a pot.

His fierce glance changed to a look of abiding sorrow.
'Dinna do that, laddie—dinna do that! 'Tis a nice bittie sark, an' there's another we dinna dinnor the week. I wadna hae ma sark soiled—'tis a nice bittie sark.'

He shed tears over the bulging shirt-front, and then spread his handkerchief over it, to save it from damage, saying, explanatorily:

'I haena worn the sark but twa nights ere this yin.'

I was speechless, by reason of the contrast of this with his lavish hospitality of the week before.

'Tis a lovely moonlight night, ma freen! Gae me a licht tea ma pipey! Admire the moon in a' her grandeur, laddie! 'Tis a vera singular sight, is the moon.'

'That's not the moon, Mr. Burns; that's the electric-light at the railway station. You've been drinking Bobby Burns's memory too often, Mr. Burns.'

'Aye! I tak' ma drammin, like a body. Ma hat's a-joe. Pit it fair on ma head, laddie.'

We are na' fou, We're na' that fou.'

Here he tried to fall on me, but I dodged and propped him against a shop and he tried to warble—

'Eh! an' row, hap an' row, the footie o't. It's but a wee bit dinnor thing we canna hae the groatie o't.'

'What's a'ye think o' that, laddie? I think the Scotch language is worse than German.'

'Eh! ye haena the intelligence to ken a guidly tongue. . . . But come wi' me, laddie—lead me down the street. . . . Eh! fegs! laddie—ye haena come a weary way to Glasgow. . . . Dinna ye—'thin' that. Mon! ye'll be vera rich. . . . The gaein' fat is nye gettin'.

'An' when ye marry filler. Eh! gie me a lass wi' a lump o' land, an'—'

'Tis too high!—An' I ha' forgot the ither words. Laddie—gie us the 'Auld Hundred.'

'But I can't sing, and I don't know the Old Hundred.'

'Dinna matter. The Almighty has nae lig for words. 'Tis music ho' we wantin'.'

I sang to keep him quiet—sang the Old Hundred in a suppressed voice; but he belovied it, and finally insulted the performance he had insisted on by interrupting—

'Laddie! 'tis nae like that. Ye hae nae prudence.'

He lurched violently against a gate that flew open and threatened to deposit him on a stranger's garden-path, but he recovered himself with great dignity, and went on as if nothing untoward had happened.

'Behold how guid a thingie 'tis an' how beootin' well! Together such as brethren are in unity to—'

Don't the tune—the wee thingie willna let me sing it!'

'Go on, Mr. Burns—here, hold up a bit. Keep on singing. You walk better when you sing.'

'Sing yersel, laddie, an' I'll sing wi' ye. The big clock of Glasgow struck 10 o'clock—'Thum!'

Mr. Burns became very solemn, and stopped; and in the light of the lamp that was at once his beacon and his heaven, I could see the blue eyes glazing.

'Dinna sing, laddie,' said he, reproachfully, as if I and not he had proposed it. 'Na, na, ye willna. The beautiful voice God gied ye was na' gien ye to sing dat songs on the Sabbath.'

He looked out into the darkness, his eyes filled with tears. I stopped laughing, and in the twinkling of an eye his mood changed.

'Did ye ever live a whisky-hunger, laddie? 'Tis horrible! If that Burns dinner were to come over again, I'd drink less an' eat mair. Laddie, there was a bubbly-jock speerit at me.'

'What's a bubbly-jock, Mr. Burns?'

He was back there, laddie, I would say to the waiter. 'Nae mair champagne wine; rax me a spaild o' the bubbly-jock.'

'Mon, ye would ca' it a turkey. If I were back there, laddie, I would say to the waiter. 'Nae mair champagne wine; rax me a spaild o' the bubbly-jock.'

'What's a spaild?'

'A spaild is a—wing, laddie. Ye haen been to a wee, wee schoolie, I think, that ye dinna know that. I'd no say 'Rax me a spaild'; I'd say, 'Gie me the bubbly-jock.'

'Mon, I'd eat verra skewers. Eh mon, I'm fou! Sing, laddie, sing!'

When your heels hit hard, an' your held feels queer,

An' your thoughts rise up like froth on beer;

When your knees are weak an' your voice is strong,

An' you lauch like a beirn at a silly song—

'Ye are drunk, ye fye; ye're drunk! I tell't that to the meenister; an' he agreed wi' me 'twas a perfect test. 'Twas that way the last time I made a fu'le o' myself,' said the meenister.

Arrived at his house, Mr. Burns insisted that I should enter; but a long experience of seeing men home in various parts of the world had told me that one wife is like another wife, at least in her views on the times and methods proper to visiting, and so I steadfastly declined. The house was in darkness—never did Burns celebrating such have caused such a moment of embarrassment and retreat. Yet, foolish man! he must overdo his courage, for my admiration. Forgetting all his objections to Sabbath-singing, he sang at the top of his voice—

'Twas seventeen hundred and ninety-four When Highland John the hills cam' o'er, He learned them a' to gape an' glour, An' sing the tunes in Fourdoun.'

The door opened cautiously—a white hand, with a delicate frill hiding the wrist, grasped the frame.

'Better go in, Mr. Burns,' said I. 'Geordie! Geordie!' said the voice at the door; and, to force him in, I came to a decision suddenly. 'Who was Bobby Burns, Mr. Burns? Wasn't he the man who discovered the steam-engine?'

'God be guid to us—his eyes glazied as if he were about to fall—'he's mizin' up Robbie Burns an' Sir Walter Scott! Awa' ye, ye muntelligent lump o' impossibility! 'Tis a wunnie ye haena enippt ma watch. And 't'is ye!'

'Geordie! The voice at the door was very pleading.

'Yes, Meery, ma wumman—ye're the only guid creature that I ken the day.'

He walked to the door. The frilled hand disappeared, drawing the door open for him to enter. He waved me away as an employer might dismiss a slave; and the door closed behind him.

And next afternoon Mr. George Burns was Burns and Co., the general agents—speaking a slow commercial English without any burr, and with all the Barrenish gleam in his eyes.

RANDOLPH BEDFORD, in Sydney Bulletin.

YOU MAY HAVE IT AND NOT KNOW IT.

THE kidneys are intended by nature to drain off the surplus water and the body's impurities. You know how well and strong and robust you feel when the kidneys are working right. You feel right in every way.

But how do you feel when the kidneys become clogged and diseased? Tired, miserable, sleepless, nervous, restless, back lame, and aching and weak—can't stop, can't stand, without pain; rheumatic, gouty, dizzy, weak, no appetite, etc.

These symptoms and a thousand others come from the impurities in the blood, which the kidneys have not taken out of the body.

Don't backache kidney pills tone and heat the kidneys, and enable them to take all these disease poisons out of the system. The medicine's effect is quick and sure; it does not act on the bowels, only on the kidneys and bladder.

The pills do one thing, and do it well. All the chief chemists and medicine-dealers sell Dean's Backache Kidney Pills, price 2/6 for 1 box, or 1/6 for 6 boxes; or the medicine may be had, post free, on receipt of price, direct from the proprietors—The Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

Contractors.
KENG TAK CHEONG,
GENERAL CONTRACTOR

FOR PREPARING
SITE, BUILDING AND RECLAMATION WORKS.
BLACKSMITH, JETTY AND LIGHTER
BUILDERS AND MASON.

No. 38, D'AGUILAR STREET.
CONTRACTOR to the H.B.M.'s Government, &c. &c. Every Order promptly attended to let Class Testimonials. Communications please address to Mr. T. KENG.

Hongkong, March 23, 1905. 611

KWONG FOOK CHEONG
SHIP'S CARPENTER,
BOAT AND LAUNCH BUILDER,
ENGINEER AND BOILER MAKER.

HAS EVERY KIND OF TURNING FOR SALE. 55, PRAYA EAST, HONGKONG.

Hongkong, March 20, 1905. 591

A CHOO & CO.,
39, DES VŒUX ROAD, CENTRAL

GENERAL STOREKEEPERS,
NAVAL CONTRACTORS,
AND
COAL MERCHANTS.

HAVE always on hand an Ample Stock. Supplies executed at shortest notice. Well-dressed Steam-hurricanes kept for Pione parties and for Tying purposes.

PRICES VERY MODERATE.
TELEPHONE No. 160.
Hongkong, December 1, 1904. 1791

SHIP-KEY.
SLIPWAY.
YACHT AND BOAT BUILDER.

CARPENTER, Painter, Rigging, Sail and Flag Maker, Brass, Copper and Blacksmith. GENERAL CONTRACTOR.

PRAYA EAST, WANCHAI, HONGKONG.

Hongkong, February 13, 1905. 307

TUNG LEE,
(Late A. TAY),
SHIPBUILDER, BOATBUILDER
AND
SHIP'S CARPENTER.

BLACK SMITH AND CARPENTER.
OFFICE: 374, DES VŒUX ROAD WANCHAI, WORKSHOP at YAU MATI.
Hongkong, March 24, 1905. 612

Contractors.

Yau On,
HOUSEBUILDER AND CONTRACTOR,
No. 40, HOLLYWOOD ROAD.
CONTRACTOR to the Admiralty and Chinese Government. Matched Builder, and House Painter. Always in stock a large supply of Building Materials.
Hongkong, March 10, 1905. 519

AH-PONG.

SHIP AND HOUSE PAINTER,
CARPENTER, AND SCULPTOR,
No. 44, DES VŒUX ROAD CENTRAL.
Hongkong, February 29, 1905. 363

KANG ON & CO.,
BUILDERS AND CONTRACTORS,
No. 30, D'AGUILAR STREET.

CONTRACTORS to H.B.M.'s Government, Admiralty and War Department, &c. &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. We defy Competition.

Hongkong, March 10, 1905. 512

KWONG HEP LOONG
CO., LIMITED.
SHIPBUILDERS AND ENGINEERS.
BOILER MAKERS, BRASS AND IRON FOUNDERS.

Office—No. 64, DES VŒUX ROAD CENTRAL.

ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Docks are next to Cosmopolitan Docks (San Siu Po) and can accommodate any craft of 160 feet long.

We have at present a new fast Steam Launches for Sale.
Hongkong, February 25, 1905. 398

THE PO YICK OUY.
CONTRACTORS & HOUSEBUILDERS,
No. 229, QUEEN'S ROAD EAST, WANCHAI.

CONTRACTORS to H.B.M.'s Government, Admiralty and War Department, &c. &c. We keep always in Stock a Large Supply of Timber at Reasonable Prices.

Hongkong, February 16, 1905. 537

QUONG YICK,
CONTRACTOR AND HOUSEBUILDER,
No. 37, QUEEN'S ROAD EAST.

CONTRACTOR to H.B.M.'s Government. We have stored a large stock of BUILDING MATERIALS at Moderate Prices.

Hongkong, March 20, 1905. 593

A WING & CO.
CONTRACTORS & HOUSEBUILDERS,
No. 75, QUEEN'S ROAD EAST.

ALL Communications, please address to Mr. ANDREW TSANG WING.

Hongkong, February 18, 1905. 355

K. Shiu Tai & Co.,
HONGKONG & WANCHAI.
HEAD OFFICE—117-119, Des Vœux Road, HONGKONG.

NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS.
Wholesale and Retail in Provisions and Tinned Goods, &c. &c.

K. SHIU TAI, General Manager.
Hongkong, March 10, 1905. 511

HUNG SHING,
BUILDING CONTRACTOR,
No. 37, D'AGUILAR STREET.

CONTRACTOR to H.B.M.'s Government, &c. &c.

Hongkong, March 23, 1905. 623

SHUN LEE & CO.,
SHIP'S CARPENTER,
BOAT BUILDER, BLACK SMITH & CARPENTER.

All kinds of Timber for Sale. No. 50, PRAYA, WANCHAI, HONGKONG.

C. CHUNG HEE, Manager.
Hongkong, March 20, 1905. 592

Lam Woo & Co.,
(FORMERLY LUN WOO & Co.),
No. 12, LEE YEE STREET (WEST),
CONTRACTORS & HOUSEBUILDERS.

CONTRACTORS to H.B.M.'s Government. We have always in Stock a large Supply of Building Materials. All communications please address to Mr. Lam Woo.

Hongkong, March 3, 1905. 460

SING YUEN,
CONTRACTOR AND HOUSEBUILDER,
No. 33, D'AGUILAR STREET.

CONTRACTOR to the P.W.D. from 1901 to 1902, and Admiralty, &c. &c. We keep a large stock of Building Materials, also Timber at very Low Prices.

Hongkong, March 22, 1905. 613

SANG LEE & CO.,
CONTRACTORS AND BUILDERS,
No. 59, DES VŒUX ROAD CENTRAL.

Contractors to H.B.M.'s Government. We always

